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Hongkong, 27th June, 1905. [43]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 11TH, 1906.

ANNE HUI, with one of his inimitable touches of satire, in speaking of a piece of ultra-ceremoniousness on the part of a Chinese Mandarin exclaimed that really one might imagine oneself in Paris. Whether he meant to admire or to deprecate the peculiar politeness of the official in question he left to the decision of his readers. The question has long been debated whether the Chinese are really entitled to be considered polite. The popular idea in England is no doubt largely influenced by GOLDSMITH'S description of the Citizen of the World; and many people have taken the character there set forth of the refined philosophical traveller in foreign parts very much more seriously than the sprightly writer intended. Curiously enough the genius of GOLDSMITH hit off many of the Chinese characteristics with more accuracy than he was probably aware of himself. If the Citizen of the World were a specimen of all educated Chinese, we should have little ground to complain of them; and so far as mere external conduct goes the Citizen of the World is, with slight allowance for the exaggeration of a humorous writer, not a bad specimen of the average Chinese as we are familiar with him. No one can deny that the educated Chinaman has an amount of ceremonious politeness which would compare favourably with that of other nations; but few who are really acquainted with the Chinese can fail to see that it is of a very superficial nature. There is a certain exaggeration about it, which at once has the effect of making it hollow. People

may, in a kindly and generous way, consider others honourable, but they don't as a rule consider themselves contemptible; nor do persons with any claim to patriotism deem their country unworthy and some other country entitled to unlimited admiration. When, therefore, it is considered necessary in conversation to refer to one's contemptible self and country there is a false note from the very beginning, and anything in the way of falseness or insincerity may fairly be deemed incompatible with true politeness. Taken, therefore, merely by their conventional customs, the Chinese cannot be considered as models of politeness, and the not unkindly satire of the good Anne may to this extent be considered fully justified. At the same time, it is not to be denied that Chinamen of anything like rank or education will seldom be found wanting in the essentials of good manners. They are quick to perceive what is pleasing or what may be offensive to those with whom they have intercourse, and will seldom be found to commit *gaucheries*, of which many who look upon them with complaisant contempt are often guilty. If we put aside the form and accept the spirit of Chinese politeness, it will be seen that there is, after all, something to be learnt from it. Making little of oneself and as much as possible of those with whom we have intercourse is not altogether a bad code as to social amenities, and this is what the rather ponderous system of Chinese etiquette practically indicates. It is not necessary to call ourselves contemptible, but a form of intercourse which reminds us that we should abstain from undue self-assertion is not without its uses. In the same way it is not necessary to tell everyone with whom we may come in contact that we consider him honourable, but we have very high authority for honouring all men. Thus the Chinese social code, though antiquated in form, may serve as a useful reminder of principles which are sound in themselves and which are apt to be overlooked without something to remind one of them. In the present days of self-assertion and self-advertisement, it may possibly be at times not without benefit to remember the rough and ready forms of Chinese address. They are in fact a species of A.B.C. of politeness, which is worthy of some study, if its inner meaning is seized. We need not consider our lives contemptible, much less need we declare that to be our estimate of ourselves; but a little of the humility which is suggested by the Chinese formula may at times add considerable grace to our dealings with our fellow-men. In this matter, as in so many others, the error of the Chinese is in clinging to antiquated forms. In European countries in former times the rules of etiquette were far more rigid than they have become of late years. Anyone who adopted the stiff style of the eighteenth century in the present day would be looked upon as insincere and pedantic. The heavy compliments to the nobility and to people in office which were then in vogue would be justly laughed at. At the same time, there are few who would deny that the old-fashioned courtesy taught a lesson which had its value; and which formed the basis upon which courtesy of a higher character in modern days has been founded. The Chinaman, however, sticks to his old forms and is as formal now as he was in the time of the Ming. At the same time, though these exaggerated forms have been retained in their bald integrity, it would be unjust to ignore that the Chinaman has to a great extent seized their real meaning; and that he has learnt to build up upon a somewhat crude foundation habits of courtesy, which, if they may not mean very much, at least make intercourse with him easy and agreeable.

A staff ride is being arranged by the Garrison officers, to take place shortly in the New Territory.

Some notices of books, some proposals for improvements to Colombo harbour, and an interesting extract, appear on page 5.

The *Hogue*, cruiser, Capt. E. G. Shortland, is to be relieved on the China Station by the *Kent*, cruiser, which was to have her crew completed to full numbers at Chatham on January 2nd.

Sir Ewen Cameron has not been so well lately and has had to undergo a small operation in the back. He is now (Dec. 8th) progressing well and is expected to leave for Egypt early in the new year.

The mail papers give prominence to a collapse of the roof of Charing Cross station. Traffic was suspended for several days. There were many workmen injured, but the *Times* thought not more than four had been killed. The collapse involved the Avenue Theatre.

The Nobel prize for literature will be awarded to M. Henryk Sienkiewicz, the Polish author, and that for medicine to Professor Robert Koch of Berlin, says the *Dallas Nighiter*.

Mr. E. W. Tilden, lately agent in Hongkong of the Pacific Mail and Oriental Steamship Companies, has been appointed acting agent at Shanghai for Messrs. Pearson, Daniel and Co., who have resigned the agency.

Wall-street was expecting last month that before the announcement of the second moiety of the Japanese loan China would announce a loan of fifty millions sterling to repay Japan for restoring Manchuria to her, Japan meanwhile to occupy a portion of China opposite Formosa.

On Tuesday afternoon while a Chinaman was engaged in lifting logs to load trucks on the Praya at Kowloon his crowbar slipped and he fell heavily to the ground splitting his skull. He was removed to the hospital in a precarious condition.

A room boy in the employ of Mr. D. M. Mickle, of Lai-chikok, reported to the police that he had been robbed of a bundle of clothing on the road near Sham Sui Poi on January 3rd but the police after investigation are of the opinion that the story is a fabrication.

An incident which occurred at the sittings of the Supreme Court at Sale, Victoria, just ended has caused much local amusement, says the *Sydney Evening News*. In their wisdom the jury brought in a verdict of not guilty in a certain case, to the intense astonishment of the accused, who remarked that he would willingly "have taken three months without a trial."

He further facetiously suggested that his "kind friends of the jury deserved six months in a pig shop with muzzles on." The unhappy jurymen are now going through an ordeal of banter at the hands of the townsfolk.

The death of Mr. William Gavin Strenach, formerly of the British Consular service in China, is reported. Mr. Strenach entered that service in 1881. He served in many places in China and Japan, and has left a number of artistic book illustrations of things he saw. He accompanied as artist the expedition of Sir James Hope up the Yangtsekiang in 1889, and his faithful brush has left its scenes at the bogus court of the Heavenly Kings (Taiping rebels), as also of the now almost forgotten tableaux of the three cities of Wuohang, Hanyang, and Hankow as they then first presented themselves to the gaze of Western men.

Sir William Threlkeld-Dyer, whose resignation of the post of Director of the Royal Botanic Gardens at Kew is announced, has held that appointment since 1885, and for ten years—1875-1885—before his promotion he was Assistant-Director. His successor, Lieutenant-Colonel David Prain, had a distinguished University career at Aberdeen and Edinburgh before he entered the Indian Medical Service in 1884. Three years after his arrival in India he was nominated Curator of Calcutta Herbarium; in 1893 he became Professor of Botany at the Medical College, Calcutta, and superintendent of the Royal Botanic Garden there, and in 1898 he was appointed Director of the Botanical Survey of India. He is 48 years of age.

The Central Committee of the German Navy League held a meeting on Dec. 2nd at which the following resolution was passed:—"The lessons of the Russo-Japanese war and the seriousness of the international political situation throughout the world once more urgently demonstrate the necessity of strengthening our naval forces in the interests of our country's security and for the maintenance of our position as a Great Power. It is therefore the duty of the German Navy League to put forth such exertions as shall ensure that the Reichstag shall not only approve the new Navy Bill, but that it shall also go beyond the demands of the Federated Governments, and urge the annual completion of a greater number of new constructions to take the place of inferior ships."

By kind permission of Lt.-Col. Aitkin and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel during dinner to-night (weather permitting):—
March—"The Belle of Chicago," Sousa.
Overture—"Haydn," Aubert.
Waltz—"Toreador," Strauss.
Selection—"Valse," Strauss.
Serenade—"Love in Idleness," Macbeth.
Two Steps—"Dixie Land," Haines.
Dinner Menu—Anchovy on Toast, Soup—Sheep's Kidney, Beef Tea, Fish—Baked and Mushroom Sauce, Entrée—Pigeon on Toast, Veal Cutlets and Green Peas, Fete de foie gras en aspic, Curry—Cauliflower, Joint—Roast Australian Leg of Mutton and Red Currant Jelly, Roast Turkey and Ham, Cold Meats—Wild Duck, Pheasant, Salad—Beetroot, Vegetables—Boiled Potatoes, Fried Potato Balls, Sweet Corn, Boiled Cabbage, Boiled Rice, Entrée—Fruit Pie, Vanilla Ice Cream and Finger Cakes, Cheese, Fruit, Tea, Coffee, Preserved Mixed Fruits.

We have received the announcements for 1906 of the Tung Wen Institute at Amoy, an educational institute founded in 1898 by the American Consul and six wealthy Chinese merchants. The building erected in 1902 accommodates six hundred day scholars, and two hundred boarders. There are sixteen instructors. The object of the schools, as organized and conducted, is to provide opportunity for Chinese to get a thorough knowledge of the English language together with education in their mother tongue; to give them a sound business education; and to provide elementary instruction in the sciences. Religious teaching of all kinds is prohibited, but a respectful toleration of the various beliefs is insisted upon. "Respectful toleration" ought to be inculcated in every school, native or foreign, especially in missionary colleges.

The *Times* of Dec. 8th reports that the new P. & O. steamer *Peshawar* had to go into dock and be discharged at Antwerp, with her stern frame broken by an accident.

Readers are reminded that they have the privilege to-morrow (Friday) afternoon of inspecting the new steamer *Delta*, which will lie alongside Kowloon Wharf, and be open from three to six o'clock.

It is stated that the civil powder magazine, which is situated at Stonecutter's Island, is shortly to be removed to Green Island in order to give the military authorities complete possession of Stonecutter's.

The Reception Committee, charged with the duty of arranging a befitting welcome to H.R.H. Prince Arthur of Connaught on his arrival here next month, are, it is understood, making elaborate preparations for the event.

Considerable dissatisfaction is felt in London shipping circles at the decision of the Admiralty Court at St. Petersburg in dismissing the appeal against the decision of the Vladivostok Prize Court in the case of the British steamer *Knight Commander*.

Sir Henry Charles Fischer, C.M.G., late Controller of the Central Telegraph Department at the General Post Office, and a director of the Eastern Telegraph Company, died on November 30th, after an illness extending over some months.

Piracy continues to be a flourishing industry on the inland waterways of China, and merchants are afraid to ship by junk, and launches are not permitted to carry cargo. "To all petitions praying that this nuisance be stopped," says the Consul at Hangchow, "the officials turn a deaf ear, or reply that decent people do not travel at night!"

The following have been chosen to play for the Hongkong Football Club versus R.E. at Happy Valley to-day (Thursday). Kick off, 5 p.m.—Dr. F. H. Kew; E. F. Auscott and E. Humphreys; H. C. Gray, W. Kinsdale and A. Morley; A. N. Oller, R. D. Atkinson, W. E. Leckie, R. Miller and J. Mead.

The Standard China Company, with a capital of £100,000 in £1 shares, is formed to acquire lands, mines, mineral rights, mining rights, concessions, &c., in any part of the world, particularly in Yunnan, or elsewhere in China; to adopt an agreement between E. Campenon of the first part, P. Gantrell of the second part, R. Landt of the third part, A. Vautier of the fourth part, and R. de Magdon of the fifth part, and to carry on the business of miners, prospectors, explorers, &c.

A New York correspondent reports that Min Yung, the late Korean Minister in France, has arrived in New York, when the news was broken to him that his brother Prince Min had killed himself at Seoul owing to the Emperor having placed his country under Japanese control. Min Yung asked if the Japanese had not murdered him. He was assured that the Prince's act was quite voluntary, and admitted that, according to ancient practice, he ought likewise to take his own life. He remarked that the custom was obsolete.

Particulars are announced of seven wills disposing of property £2,168,937, from which the Treasury will receive about £212,000 in estate, legacy, and succession duties. Added to the £120,000 payable on ten wills published on 1st inst., this makes £332,000 which has fallen to the Treasury from death duties within a week. The largest of the estates is that of Earl Cowper, which is valued at £1,178,714 and which will pay in duties £130,000. Two other estates—those of Mr. J. E. Taylor, late proprietor of the *Manchester Guardian*, and of Mrs. Eliza Eyre—will pay duties of £28,000 and £24,000.

Londoners will be interested to read that motor-omnibuses ran through the city for the first time on December 14th, when the London Road-Car Company started a new service between Putney and Brompton-road, Mile End. The fare for the whole distance is 6d. The route is said to be the longest undertaken by motor omnibuses in and around London. The twenty miles from Putney to Mile End and back are accomplished (according to schedule time) in two hours and ten minutes. Horse omnibuses take four hours over the distance.

Great interest was manifested in a *jiujitsu* contest, which took place at Bostock's Hippodrome, Paris, between Higashi, who claimed to be the world's champion, and Yukio Tani, who went over from London for the purpose of challenging Higashi's championship. After about two and a half minutes Higashi was compelled to surrender to a beautiful neck-lock. Higashi was hurt, and he said that this had been done by a foul hold. An uproar followed. The injured Higashi was carried forward by attendants to acknowledge the uproar. The affair ended with a shower of foot-stools and even opera-glasses on to the stage.

Engineer Captain Isaac E. Hurst, who for some time has been employed as engineer captain in charge of the fleet and reserve duties on the China Station, has been transferred from the receiving ship *Tamir* to the cruiser *Diadem*, the flagship. This officer, says the *Ld. C. Express*, has been 32 years in the service, and he was assistant engineer of the *Phaeton* during the operations of 1875-76 (Perak medal with clasp), and he was engineer of the *Tourneville* in the Egyptian war, 1882 (medal and Khedive's star). Engineer Commander G. T. Kerwell has been appointed to the *Zamar*. He was lately employed on the Thames in connection with submarine boats.

TELEGRAMS.

[REUTER'S SERVICE.]

THE RUSSIAN REVOLT.

LONDON, January 10th.
The revolt in the Baltic provinces and the Caucasus continues.

DEATH OF LORD RITCHIE.

LONDON, January 10th.
Lord Ritchie is dead.

GERMAN STATESMAN'S ILLNESS.

LONDON, January 10th.
Baron von Richthofen, German Secretary of State for Foreign Affairs, has had a paralytic stroke and his condition is considered precarious.

A NEW ACADEMICIAN.

LONDON, January 10th.
Mr. Solomon J. Solomon has been elected a full R.A.

[Mr. Solomon was the artist who painted the mural decorations for the Royal Exchange.]

THE ELECTIONS.

LONDON, January 8th.
Sir Henry Campbell-Bannerman in his electoral address says: By renouncing the undesirable characteristics which we formerly detected in their foreign policy, the Unionists have made it possible for us to pursue a substantial continuity of that policy, without departing from the friendly, unprovocative methods of past Liberal Governments. It will be our duty to uphold economy, self-government, civil and religious liberty, and free trade, to repair as far as possible the mischief wrought in recent years, and to secure social and economic reforms.

GREAT BRITAIN AND GERMANY.

LONDON, January 8th.
Meetings continue to be held in Germany in favour of friendly relations with Great Britain.

FRANCE.

LONDON, January 8th.
At the Triennial elections for the Senate, M. Jaures, the socialist, and his colleagues were badly beaten.

THE DISSOLUTION OF PARLIAMENT.

LONDON, January 8th.
The King signed the decree for the dissolution of Parliament yesterday.

M.M. VESSEL WRECKED.

Information has been received by Mr. Champagne, the Hongkong agent of the Messageries Maritimes Co., that their cargo steamer *Cao-Bang* went ashore at Kulao Rai, on the Tonkin coast and is likely to become a total wreck. Two steamers are standing by her at present.

HOCKEY.

The following will represent the Club "H.M.S.E. *Acacia* and *Alacrité* on the Club Ground this afternoon at 4.45 p.m. Club to play in colours:—Sub. Lt. Fyfe, goal; T. C. Gray and F. W. Lyons, backs; P. K. Kayvet, O. P. Chater, H. J. O. Barnett, halves; H. G. C. Bailey, E. Gaster, P. J. J. Wodehouse, J. Hooper and L. G. Bird forwards.

THE "KNIGHT COMMANDER" CASE.

The decision of the Vladivostok Prize Court justifying the sinking of the British steamer *Knight Commander*—which was given as long ago as August, 1904, has been upheld by the Russian Admiralty Court. The British Foreign Office has not concealed its view of the case—the sinking was publicly described by Lord Lansdowne as an "outrage"—but it was held that diplomatic pressure could not be exercised until after the legal remedies had been exhausted. Legal remedies have failed, and one may hope that, as Sir C. Hardinge, who is fully acquainted with the details, is about to leave the St. Petersburg Embassy for the Foreign Office, the case will not be allowed to be forgotten. There is at issue much more than the value of the hull and cargo of a steamer. The question is whether a belligerent can at pleasure or convenience sink a neutral steamer sailing from a neutral port with, generally, a non-contraband cargo, and refuse to pay for the damage done. The *Knight Commander* was British; she was bound from New York to China and Japan, and her cargo was a general one. The only part of the cargo which might possibly have been held to be contraband was some bridge-work and railway trucks; but the presence of this material—even if it could be proved to be for military use—while affording a ground for seizure and trial, could hardly justify the sinking of the vessel and all the innocent cargo carried—*Times*.

CANTON.

[FROM OUR CORRESPONDENT.]

January, 9th.

NEW YEAR FIRES.

The settlement of accounts at the closing of Chinese New Year is responsible for most of the complications that occur here at this time of the year. There is no other reason why fires should be more frequent in Winter than in Summer, as the Chinese do not use any form of heating apparatus whatsoever. On the 7th inst., at Midnight, a fire occurred in Chuk-wan-sha and two houses were burned. This having been a bad year, lamps will be encouraged to explode and fire will no doubt be numerous this season.

A QUEER PRANK.

A curious affair has just occurred in the To-Kong Village. A quarrel recently arose between villagers and a man named Lu was killed by another named Leung and his fellows. On the 7th inst., the Poon-Yu Magistrate sent out his deputies to investigate the matter. A band of robbers hearing of the affair impersonated the officials and under pretext of carrying on their investigation ransacked four houses belonging to the Leung clan. The real officials arrived on the scene after the departure of the robbers and were badly handed by the villagers who disarmed their escort and threw the deputy in prison. Matters were soon explained however and the party were subsequently released. Chinese robbers are not devoid of humour and are always ready to play all manner of tricks on their hereditary enemies the officials.

CANTON WATER-POLICE.

This service is being rapidly organized and it is reported that it will soon be provided with thirteen launches.

LIKIN REVENUE COLLECTORS ALERT.

The head of the Canton Likin bureau has issued instructions to his subordinates to discover and record the number of foreign firms in the City and to report the names of the firms that carry on business under a foreign name with Chinese Capital, so that the Board might deal with the latter to put a stop to such practice.

IMPORTANT SEIZURE OF OPIUM.

A few days ago an important seizure of opium was made on board the Macao steamer *Kwangtung*. The Customs officers discovered 300 tins of opium and have confiscated the lot.

BIG CHINESE SPORTS MEETING.

Forty-seven Colleges and Schools will send their scholars to participate in the sports that are to be held on the 10th and 11th inst., at the East Gate Parade ground. Military surgeons and the ambulance corps will be present to attend the injured, if any. Each college will have its flag hoisted on the grounds. A great crowd is expected to assemble there and police precautions are being taken to prevent any disturbance occurring during the sports.

GERMANY AND JAPAN.

SOCIALIST VALUATION OF SHANTUNG.
The Reichstag, on Dec. 6th, began the debate upon the first reading of the Estimates when Count Bismarck, in replying to questions, spoke as follows regarding the East.

As regards East Asia, Japan has always recognised that our attitude before, during, and after the war was correct and loyal. Our relations with Japan are good and friendly. I know that Japan binds herself by Treaties concluded. Therefore I do not believe that Japan would wish to infringe well-established Treaty rights. I believe that the Japanese people, who have through their bravery and intelligence won for themselves a position among the Great Powers, are anxious to consolidate and secure that position by a policy inspiring confidence. That the new Anglo-Japanese Treaty is likely to affect our position in East Asia cannot so far be assumed. Naturally it depends upon the spirit in which the Treaty is interpreted and executed. In the text there is nothing contrary to the aims which we are ourselves pursuing in East Asia. We have action there for nothing but the open door for our commerce and our industry, as we desire the open door in this sense, we are for the greatest possible securities for peace and the maintenance of the integrity and independence of China. Those were and are the aims of our East Asiatic policy. The purposes of the Anglo-Japanese Alliance as publicly expounded by Lord Lansdowne at the beginning of November are perfectly reconcilable with this policy. We have particularly never permitted a doubt that we are pursuing a policy of peace in Shantung. We have always indicated restoration of peace in East Asia, as the favourable moment for the withdrawal of our East Asiatic military contingent, and following upon the ratification of the Portsmouth Peace Treaty we proposed evacuation to all the Powers concerned. The details of the evacuation, which is intended to be simultaneous and *pari passu*, are at present being discussed by the representatives of the Powers at Peking in conjunction with the military commanders. I think that the evacuation may, to all intents and purposes, take place after navigation is reopened—that is to say, at the beginning of spring.

In the course of the debate that followed, Admiral von Tirpitz, Secretary of State for the Navy Department, spoke in defence of the naval proposals. He said that the Russo-Japanese war showed that ships must be still more protected below the water line against submarine explosion.

Herr Böbel (Social Democrat leader), in addressing the House, said Germany, through her intervention in 1895, shared the blame for the Russo-Japanese war. Germany's East Asiatic policy was madness. In a war with England the whole of Germany's colonies would be lost within a fortnight. The colonies were not worth the sacrifices they demanded.

TOBACCO-GROWING IN IRELAND.

THE FIRST FACTORY.

Experiments having been carried out on a small scale for six years by Colonel N. T. Everard, D.L., on his estate at Randlestown, near Navan, County Meath, the crop last year and this was, by arrangement of the Irish Department of Agriculture and the Board of Inland Revenue, extended to twenty acres, with results that are most promising for the establishment of this new cultivation in Ireland. With a refund of one-third the duty, it appears that tobacco of very fair quality can be grown, which gives a net profit to the grower of over £11 per acre. The *Daily Graphic* gives illustrations of the factory which Colonel Everard has erected for dealing with the crops. Colonel Everard has just been elected president of the Irish Agricultural Organisation Society.

BANKS

DEUTSCH-ASIAATISCHER BANK.
 AUTHORIZED CAPITAL (Sh. Tael) 7,500,000.
 HEAD OFFICE—SHANGHAI.
 BRANCHES: Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

Founded by the following Banks and Bankers:
 KÖNIGLICHE BREITENBURGISCHE (PREUSSISCHE) STAATSBANK Berlin.
 DRESDENER BANK.
 BERLINER HANDELS-GESELLSCHAFT.
 BANK FÜR HANDELS-INDUSTRIE.
 ROBERT WARSHAW & CO.
 MENDELSSOHN & CO.
 M. A. VON ROTMUND & CO.
 SOERBE.
 JACOB S. H. ST.
 NORDDEUTSCHE LIHN HAMBURG, Hamburg.
 SAL. OPPENHEIM & CO., Koeln.
 BAYERISCHE HANDELS-UND WECHSELBANK, Muenchen.

LONDON BANKERS:
 Messrs. N. Rothschild & Sons.
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
 DEUTSCHE BANK (BERLIN), LONDON AGENTS.
 DIRECTION D'EUROPE GEBLICHEN.

INTEREST allowed on Current Account.
 DEPOSITS made on terms which may be learned on application. Every description of Banking and change business transacted.
HONGKONG & SHANGHAI BANKING CORPORATION.
 HONGKONG, 1st January, 1906. 127

HONGKONG & SHANGHAI BANKING CORPORATION.
 PAID-UP CAPITAL \$10,000,000.
 RESERVE FUND \$10,000,000.
 STERLING RESERVE \$10,000,000.
 SILVER RESERVE \$10,000,000.
 RESERVE FUND OF PROFIT \$10,000,000.

BOARD OF DIRECTORS:
 H. A. SLADE, Esq., Chairman.
 A. H. H. Esq., Deputy Chairman.
 Hon. C. Wilson, Esq., F. Salinger, Esq., E. Goetz, Esq., N. A. Siebs, Esq., C. R. Linton, Esq., Hon. R. Shawen, G. H. Marsh, Esq., A. J. Rand, Esq.

CHIEF MANAGER:
 J. R. M. SMITH.
MANAGER:
 H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of Two per Cent. Annually on the daily balance.
 On Fixed Deposits:
 For 12 months, 4 1/2 per Cent. Annually.
 For 18 months, 5 per Cent. Annually.
 For 24 months, 5 1/2 per Cent. Annually.
 J. R. M. SMITH, Chief Manager.
 Hongkong, 11th December, 1905. 23

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL \$2,500,000.
 SUBSCRIBED CAPITAL \$1,250,000.
 PAID-UP CAPITAL \$525,000.
 RESERVE FUND \$110,000.

BANKERS:
 INDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per Cent. on the daily balance.
 On Fixed Deposits:
 For 12 months, 4 1/2 per Cent. Annually.
 For 18 months, 5 per Cent. Annually.
 For 24 months, 5 1/2 per Cent. Annually.
 A. R. LINTON, Acting Manager.
 Hongkong, 30th Jan., 1906. 25

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1850.
 CAPITAL SUBSCRIBED Yen 24,000,000.
 CAPITAL PAID-UP Yen 12,000,000.
 CAPITAL UNPAID Yen 12,000,000.
 RESERVE FUND Yen 9,940,000.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:
 Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Peking, Nanking, Shanghai, Tientsin, Hankow, Port Arthur.

LONDON BANKERS:
 THE LONDON JOINT STOCK BANK, LIMITED.
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of 2 per Cent. Annually on the daily balance.
 On Fixed Deposits for 12 months 5 1/2 per Cent. Annually.
 " " " " " 4 1/2 per Cent. Annually.
 " " " " " 3 1/2 per Cent. Annually.
TAKEO TAKAMICHI, Manager.
 Hongkong, 22nd May, 1905. 27

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)
 CAPITAL SUBSCRIBED Yen 5,000,000.
 CAPITAL PAID-UP Yen 2,500,000.

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
 Amoy, Kobe, Tientsin, Fuzhou, Nagasaki, Yokohama, Keelung, Shanghai, Yokohama.

HONGKONG OFFICE:
 3, DES VUEX ROAD.
 Interest allowed on Current Account.
 Deposits received on terms which may be learned on application.
S. SHIGENAGA, Manager.
 Uenkong, 1st November, 1904. 2428

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.
 INCORPORATED BY ROYAL CHARTER, 1855.
 HEAD OFFICE—LONDON.

CAPITAL PAID-UP £2,800,000.
 RESERVE FUND £2,800,000.
 RESERVE FUND £2,800,000.

INTEREST allowed on Current Account at the rate of 2 1/2 per Cent. Annually on the daily balance.
 On Fixed Deposits for 12 months 5 1/2 per Cent. Annually.
 " " " " " 4 1/2 per Cent. Annually.
 " " " " " 3 1/2 per Cent. Annually.
T. P. COCHRANE, Manager.
 Hongkong, 18th May, 1905. 114

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVE FUND \$10,000,000.
 AUTHORIZED CAPITAL \$10,000,000.
 CAPITAL PAID-UP \$10,000,000.
 RESERVE FUND \$10,000,000.

HEAD OFFICE: New York.
 LONDON OFFICE: Throgmorton House, E.C.
 BRANCHES AND AGENTS all over the World.

LONDON BANKERS:
 NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
 UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINEN COMPANY BANK.
 The Corporation transacts every description of Banking and Exchange business, receives deposits in Current Account and accepts Fixed Deposits at the following rates:
 For 12 months 4 1/2 per Cent. Annually.
 " " " " " 4 per Cent. Annually.
 " " " " " 3 1/2 per Cent. Annually.
H. PINCKNEY, Manager.
 9, Queen's Road, Central, Hongkong, 29th September, 1905. 2401

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Limited.
 INTEREST on deposits is allowed at 3 per Cent. Annually.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per Cent. Annually.
 For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH, Chief Manager.
 Hongkong, 1st May, 1902. 24

INSURANCES

"JANUS"
 LIFE & ANNUITY INSURANCE CO., HAMBURG.
 ESTABLISHED 1848.

Assets per 31st December, 1904, Mks. 53,400,000—equal to £22,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered in the East.

SIEMSEN & CO.
 Hongkong, 1st January, 1906. 155

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1904, £17,161,299.

**I. AUTHORIZED CAPITAL... 250,000,000.
 SUBSCRIBED CAPITAL... 250,000,000.
 PAID-UP CAPITAL... 687,500,000.
 II. FINE FUNDS... 3,001,286,129**

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
 Hongkong, 30th June, 1905. 1867

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
 Hongkong, 21st April, 1897. 113

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.
 Hongkong, 1st January, 1904. 29

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in debility, neuralgia, loss of sleep, nervous origin and locomotion. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)
 6, rue Vivienne, PARIS-FRANCE

REVIEWS.

The Mistress of the Robes; by SIDNEY HERBERT BORECHELL. London: George Bell and Sons.

Mr. Borecheil is one of our best historical romancers, and in this "tale of Queen Anne's days" has given us a fine picture of the times and people, and a deeply interesting story at the same time. One wonders if that remarkable woman, Sarah, Duchess of Marlborough, has not been a little misunderstood, perhaps, for she is in this story an out-and-out hateful character, Abigail, her humble cousin who leaves the scullery of a country squire to become, by shrewd intriguing and knowledge of human nature, the mistress of the robes, is not the successful *four de force* she is intended to be. One is always just on the brink of loving, or at least admiring, the character, but never quite over it. There is plenty of dramatic interest to keep the reader engrossed to the last of the 426 closely printed pages; and the style is good throughout. The manners and conversation of the times seem happily caught, and it is quite a wrench to come back into an England where lords are less lordly, ladies less impudently profligate and immoral, and the throne less unsettled. We can heartily recommend the book to those who like a good historical romance.

The Benefactor; by FORD MADDUX HUEFFER. London: George Bell and Sons.

This is a peculiarly interesting novel of modern society, smacking of John Oliver Hobbes, but not so obviously epigrammatic. The author must be an eminently sane person, with a dryly humorous outlook on society, which he has probed to its inmost heart. The tale bristles with what we feel must be real personages, still walking the earth, cleverly hit off, by suggestion rather than portraiture. "George" is a curiously simple yet composite character, who seems at times to be unable to see that other people are self-seekers, and at others sees it as clearly as the shrewdest cynic ever born. And the woman who loves him, Clara Brede, is an epitome of feminine character, and disappears as tantalizingly non-understandable as she appears, with the proviso, of course, as in real life, that everybody, including the reader, think they know all there is to know. There are some defects of style: the author is not so discriminating in the selection of adjectives and adverbs as he might be; but on the whole, he has given us a book that arrests attention, and "gives us fariously to think."

The House of Mirth; by EDITH WHARTON. London: Macmillan and Co., Ltd.

This is a book about American Society, the Upper Ten, or the First Hundred, and makes their lives as hollow and useless and selfish as did ever any society novelist's attack on British aristocracy. It tells of a fine young woman with tastes and cravings: it tells her to keep "in the swim" although somewhat restricted as to the means of doing so; how she transgressed or was believed to have transgressed the social code, and in a spasm of independence became a working woman, and failed at that. She was a woman of honour, however, and we watch her struggles with interest until she comes to the stage where she feels "the sense of injury, the sense of failure, the passionate craving for a fair chance against the selfish despotism of society. She had learned by experience that she had neither the aptitude nor the moral constancy to re-make her life on new lines; to become a worker among workers, and let the world of luxury and pleasure sweep by her unregarded. Inherited tendencies had combined with early training to make her the highly specialised product she was; she was it her fault that the purely decorative mission is less easily and harmoniously fulfilled among social beings than in the world of nature. That it is apt to be hampered by material necessities or complicated by moral scruples." *Life*, the New York journal, warmly praised this book, and they are in a better position than we are to gauge its truth.

The Progress of Priscilla; by LUCAS CLEEVE. London: T. Fisher Unwin.

If the New Yorkers are half so redolent of snobbery as this tale paints them, they are a fulsome lot. It is a slight book, tracing the love affairs of Priscilla and a young "parvenu" not "in her set" who joined a "devil" and posed as an author in order to gain the *entree*. It turned out that Priscilla was not such a snob as the rest of her people, and would have loved the young man for himself alone, but when he confessed what he had done to gain her regard, she was quite unreasonably angry, and in the end she had to chase the stricken swain and almost ask him to marry her, for in the meantime he had discovered that Society was "the grapes" and that commerce was the real backbone of America after all. This is a readable book enough, and handles the follies of universal society mercilessly in an unforgottenly sarcastic way.

PROPOSED INNER HARBOUR AT COLOMBO.

The question of an extension of the capacity of Colombo harbour by the excavation of the Blumenthal swamps just north of the graving dock, is forward. The financial details are still confidential, but roughly speaking the project would cost £3,500,000. Half of this sum, it is calculated, would be returned in the value of the land reclaimed. The water area of the dock would be 115 acres and there would be berths for twenty-five of the largest steamers. The depth of the dock would be 31 feet, and could be made 33 feet deep if found to be necessary. The entrance would be 800 feet long and 190 feet wide, and we are told that a ship would be able to take more than half informed, it would not take more than half an hour for a ship to get into the inner dock. The south quay would be 4,000 feet in length—the south-west breakwater is 4,200 feet—and upon this quay six large warehouses would be erected. The north quay would be 2,300 feet long, with four warehouses, and at the east end a jetty is shown on the plan, 500 feet wide, with four warehouses. This jetty could be omitted, if it were a question of reducing expenditure—with an increased water area—and if it were also desired to reduce the annual outlay, the work could be extended to, say, twelve years, instead of ten. The width of the inner harbour would be 1,700 feet, and consequently, at the east end there would be a distance of 600 feet on either side of the jetty. Besides the entrance to the harbour already described, there would be a lock at the top end, for the harbour would communicate with the canal into the Kelani river, and the canal would be widened. Thus the harbour would be connected with the whole canal system; and produce coming down the Kelani river could be brought alongside vessels, whether they were in the inner or the outer harbour, without having to go outside the breakwater. Further, whenever there were a good depth of water in the Kelani the water of the inner harbour could be completely changed by the opening of the lock; and at the other end a flushing culvert would be provided to convey the expelled water to a point outside the north-east breakwater. The excavation of the harbour would provide sufficient material to reclaim upwards of 200 acres of the adjoining swamp land; and this land would be very valuable.

JAPANESE METHODS.

MR. DIOSY LECTURES AT SOUTHERN. Mr. Arthur Diosy, who is so well known in connection with the Japan Society, lectured on "Japanese Methods" at the St. Jude's Mission Hall on November 30th, under the auspices of The Society, a ladies' organisation founded some years ago by Lady Seymour and the Rev. Cosmo Gordon Lang (now the Bishop of Stepney). The president is Lady Douglas, wife of the Commander-in-Chief, and there was a large audience. Mr. Diosy said that on the last occasion he had the great pleasure of addressing the society he spoke, as some of them might remember, about the ideals pursued by the Japanese nation, by that marvellous people—and he thought he might say that adjective with full justification—with whom they now stood in even closer relationship than when he was here in January of this year. That day he proposed to speak on the subject of the methods by which the Japanese nation strove, and strove successfully, to attain those ideals, and he could think of no place in the kingdom more appropriate for its consideration than Southern, adjacent to their great naval port of Portsmouth. It was possible that he might let fall some remarks that would induce a train of thought on the part of the audience from which some benefit might accrue to the nation, for at that moment the subject of efficiency was in the air. They all felt that there was something lacking in that respect in the country, and therefore if they were wise, they would consider how it was that another nation had attained what was practically complete efficiency. There was not the slightest doubt about it that the nation, to the study of which he had devoted the greater part of his life, had achieved results in the way of national efficiency not attained by any other folk on the face of the earth, and by that term he meant the employment of the best advantage, and the best purposes of the national advantages, capabilities and gifts of the nation. He would endeavour to point out that the ideals followed by the Japanese people were inculcated into them very early in life, for the efficiency of Japan had its root in the nursery. From the earliest age the Japanese male or female was taught that it was his or her duty to make the fullest use possible of any gifts with which they might be endowed, not primarily for their individual benefit, but for that of the community. The general average of the people was undoubtedly lifted up to very high ideals, and as to the question of how that came about he might say that it was entirely to be put to the credit of those wise and good men—almost supernaturally wise—who had made Japan what it was that day. It was thirty-seven years ago, in 1868, that they determined that if Japan was to take its rank amongst the great nations of the world, it was to be safe, strong, prosperous, happy, and able to stand on its own feet. They decided that the methods in use up to that time should be changed almost *in toto*, and to seek abroad for new ways of doing almost everything. They did not waste precious years in a flood of talk and oceans of so-called literature, as was the case in England, but immediately sent the elect amongst them to travel all over the world to examine in every country into the condition of the people, to see in every land what might be the best in the ways of that land, and then to bring their experiences home and to adapt it to the requirements of Japan. They modelled their navy on that of Great Britain, but carefully abstained from imitating their army. (Laughter.) They first copied their military system from that of France, and then Germany. They in England did the same sort of thing themselves, but had hardly got any further than copying the head gear when their exemplars got thoroughly beaten by somebody else. (Laughter.) The Japanese did not copy the externals so much, but went to the root of affairs. In the way of education they also went to the very best sources. They compounded a system of national education second to none in the world, and did that by taking part of the various systems prevailing in Switzerland, Holland, and Sweden, recognising those as the countries where the best education was imparted, and the best widely disseminated. The elementary system of Japan was largely influenced by the admirable common schools that existed in the United States of America, and with regard to their public charity and hospitals they learnt a great deal from Great Britain. So these rulers went on taking everything back to Japan, where it was cast in the melting pot, and brought out suitable to the climate, conditions of life, and manners and customs of the country. Then they set to work and asked themselves what was the purpose of Government? The purpose of Government was not the placing of a set of inefficient amateurs into highly paid positions of great influence, but to secure in the most rapid manner, and at the least possible cost, the safety, security, prosperity, health and intelligent happiness of the greatest possible number of the nation. That was the aim the governors of Japan had always had before them. (Applause.) They recognised that the most important thing to aim at was safety, and the first thought that struck them was that they must possess a very powerful navy. Accordingly with the help of British constructors and advisers, one of whom now occupied the proud position of Commander-in-Chief at Portsmouth (applause), the Japanese navy became what it was now—one of the finest naval forces in the world in every way, ready to rank side by side with their own, and with that advantage of much greater experience in modern warfare. Next they set to themselves that they must have a tremendous, irresistible army, ready to go anywhere, and beat anybody. But for that army Japan would have been vassals that day of Russia and taken her orders from St. Petersburg, because she would have lacked all means of meeting the enemy on his own ground, and thus carrying out the best system of defence, which was attack. Japan might say that she owed her national existence at that moment to her navy and to her army, and in a very great measure to the latter. (Applause.)

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 Hongkong, 17th May, 1905. 122

SUPREME COURT.

Wednesday, January 10th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

MISREPRESENTATION IN A CHINESE WILL.

An application, arising out of an action between Wong Shue (widow of Ng Kwai Kwong, deceased) and Ng Chi Wai and others, was made regarding the division of deceased's property.

Mr. Pollock said he appeared for all parties except the deceased's infant grandson, Ng Ping Wong, who was represented by Mr. H. G. Calthrop.

The case had been discussed in Chambers, but was taken into the Court in order that argument might ensue as to whether Wong Shue, as trustee and executrix, had power to divide the residue, personal estate, etc., of deceased; and as to who were the persons entitled to such, in what shares and proportions, and how the costs were to be borne.

Mr. Pollock stated that when the will was first laid before him he was doubtful as to a certain point in the translation. He found his doubt confirmed on investigation, and would call evidence to clear the matter up. Under the will the three sons, on coming of age, were to assist in the management of the business left by deceased. Counsel submitted that the word "management" was therein misinterpreted. It meant that the three sons were to enjoy the business beneficially—not only to manage it.

Mr. Li Hong Mi, Supreme Court Interpreter, and the court translator gave evidence in support of Mr. Pollock's contention.

Mr. Pollock pointed out that one of the sons, after attaining his majority, died, leaving a widow and infant son.

After further argument, the Chief Justice decreed that under the true construction of the will the three sons were entitled to a beneficial interest of one-third of the estate upon attainment of full age; that administration of the estate should be taken for the infant son; that deceased son's share in household in the Colony be divided, one-third to his widow and two-thirds to his infant son; that one-third share of the pure personality be divided according to the law of his domicile, i.e., China; that the costs of all parties as between solicitor and client be taxed and paid out of the estate.

A DISPUTED CONTRACT.
Yee Shan Hon Koo sued Ho Ping Yin and others to recover the sum of \$5,700 due for architects' certificates.

Mr. M. W. Slade, instructed by Mr. F. X. d'Almeida e Castro, appeared for the plaintiff, the defendant being unrepresented.

The statement of claim showed that on March 25th a contract was entered into between plaintiff and defendants whereby the former agreed to erect certain oil godowns at Tsikokai. Work was commenced, three architects' certificates being granted. One of these was paid for, but the remaining two, totalling the amount claimed, were still unpaid.

Mr. Slade said there was only one defendant in Court, and he consented to judgment. The disbursements being proved partners in the firm, his Lordship delivered judgment and costs for the plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHMENT JUDGE).

A DISPUTED BALANCE.

Ip Fat On, trading as the Mow Cheung, at Nos. 127 and 129 Upper Main Street, Kowloon, claimed from Ip Sun Kuei, of No. 131 the same street the sum of \$1,000, being balance of a sum advanced by the plaintiff at the request of the defendant for the construction of the defendant's house.

Mr. Otto Koung Sing appeared for the plaintiff, and Mr. R. A. Harding for the defendant.

Mr. Koung Sing said the full amount due was \$1,350, but the plaintiff had waived \$350 in order to bring the claim within summary jurisdiction. The claim was partly for goods sold and delivered.

His Lordship said he thought it was a question of title, but apparently it was nothing of the sort.

Mr. Harding submitted that it was a question as to whether the money was paid by his or by his friend's client.

Mr. Koung Sing stated that in 1901 a piece of land was bought on behalf of the defendant, and paid for by the plaintiff. Subsequently a house was built upon this piece of land by the defendant, and the contract was paid for by the plaintiff at the request of the defendant. The defendant had repaid part of the sum owing, but there was still a balance of \$1,350 due, \$1,000 of which the plaintiff now claimed.

The plaintiff's books were produced, and he gave evidence. One book contained an entry to the effect that he had received so much on account of the amount in dispute. He denied making this entry, but said his son wrote it.

His Lordship—Is the writing on the other page yours?

Witness—Yes.

His Lordship—Then the entry in question is yours.

Witness—No. It is my son's.

His Lordship—Is your son here?

Witness—Yes.

His Lordship—Are you going to bring him up to tell as many stories as you are telling?

Witness—Yes.

His Lordship said the plaintiff probably thought he was going to get a share out of his father's estate, but when he found he did not, he decided to make this claim. As far as he had gone, no one

could believe a word of what he said. The son would be useless to society if he were as big a liar as his Lordship supposed his father to be. Plaintiff continued to contradict himself as to the writing of other entries in his books.

His Lordship—Chinese don't keep their books in that fashion.

Witness—I am not acquainted with my own laws (laughter).

His Lordship—You are acquainted with some of ours, I think.

A second witness was called to support the plaintiff's claim, but he stated that \$600 of the amount in dispute had been paid.

Mr. Harding, for the defence, submitted that the plaintiff had not made out a case. One of his own witnesses showed that \$600 alleged to be owing had been paid. The credit for goods was also paid.

After hearing the evidence for the defence his Lordship said he thought the plaintiff believed that he was going to get the house and land, when the decision of the Land Court ousted him. He did not believe a word of the plaintiff's story from beginning to end, and at one time thought of sending him to gaol, but that would not be much good. He hoped he would not see him again. There would be judgment for the defendant with costs.

POLICE COURT.

Wednesday, January 10th.

BEFORE MR. P. A. HAZELAND (FIRST POLICE MAGISTRATE).

AN IMPUDENT THEFT.

A Chinaman, who had the hardihood to enter Yau-mai Police Station and steal a watch and chain belonging to a European cook and afterwards pawn it, was sentenced to three weeks hard labour and six hours in the stocks.

STEALING FISH.

A native was sentenced to three weeks hard labour for stealing fish. He helped himself to some of the stock of a hawker and made off but on this occasion the policeman was in the right place. The delinquent ran right into the arms of an Indian constable who promptly arrested him.

JAPANESE STOWAWAYS.

Two Japanese were charged with stowing away on the Nippon Maru and a third was charged with aiding and abetting. It appeared the two former had requested the latter, who was employed on the ship to assist them. He did so and got them to work for him in return, the officers not detecting any change.

Inspector Langley said the third defendant ought to have reported the presence of those stowaways.

The case was remanded for further evidence.

A FORCIBLE ARGUMENT.

A coolie was charged with assaulting another the previous day. The two men, who were employed cooling the s.s. Kowloon, quarrelled, the defendant being of the opinion that the other was not working quickly enough. He threw a piece of coal at the other, smashing his eye. As complainant could not appear the case was demanded.

THE RUSSIAN ARMY IN MANCHURIA.

DESTITUTE AND MUTILATED.
M. Gaston Leroux, telegraphist to the Manchurian situation there is terrible. From Manchuria the soldiers are in a state of destitution, which says would explain their daily mutinies against their officers. It would also appear that Harbin is being literally pillaged, and that General Linvitch's position is very difficult. The New York Herald (Paris edition) confirms this, and says that General Linvitch keeps urging the Government to hasten the departure of the troops, whose attitude of insubordination imperils the lives of the officers. According to the Herald, General Linvitch says that unless ships are sent forthwith he will engage any transport he can find. These are asking, it is said, 300 roubles (£30) a man. An English syndicate offered a month ago a large transport service at 75 roubles a head, but the Government bargained and since the shipping rates have greatly risen. The same syndicate to say, asks 150 roubles. The Government says this is too much. Meanwhile, concludes the Herald, the vast army in Manchuria is in a state of mutinous effervescence, which is liable to result in one of the biggest scandals the military world has ever known.

THE CHINA SQUADRON.

Concerning the new cruisers for the China Squadron, the N. and M. Record, writes as follows:

The drafting department at the Royal Naval Dockyard, Devonport, has received orders to prepare drafts for service on the China station, and it is understood that the Admiralty have decided to augment the British fleet in these waters. It will be remembered that on the conclusion of the Russo-Japanese war the British naval strength in the Far East was reduced by the withdrawal of all the battleships, but early in the New Year it is proposed to replace some of the vessels by cruisers. The first of these to join the China division of the Eastern fleet, as it is now termed, will be the Duke of Edinburgh, which last week concluded a series of steam and gun trials and is now being completed for sea at Pembroke Dock. The next vessel to join the China Squadron will be the Donegal, which was quite recently relieved in the first cruiser squadron by the Devonshire. The Donegal, is in the Devonport reserve division, and at present she is in dock having her annual refit. It is also expected that when the new cruiser Natal is completed she will be sent to the Far East.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. Empress of India arrived at Yokohama at 11.30 a.m. on Tuesday, the 9th Jan., and left again at 6 p.m. same day for Kobe, where she was due to arrive at 8 p.m. yesterday. The C.P.R. str. Tartar left Vancouver on Monday, the 8th Jan., p.m., for Hongkong via the usual ports of call.

CORRESPONDENCE.

ACCOMMODATION ON THE PEAK TRAMWAY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, January 10th.

SIR,—A Regular Passenger's communication, which appears in to-day's issue of your esteemed paper, on the above, is certainly not untimely. There is not the slightest doubt that the said communication expresses the feelings of everyone using the trams, more especially of those who live at "The Peak," and I venture to compliment "A Regular Passenger" upon his ability as a weather expert to have made arrangements for the "siring" of his feelings in the matter on such an appropriate morning as this morning was. He evidently wanted to make sure that his grievance would be appreciated by even the most recent arrivals to our "beautiful island," whose scenery as yet to them is likely to be considered an adequate compensation for any and all what at their present stage they might be inclined to call minor trifles.

While all the stations en route suffer from the same inconveniences, still, I think that, if put to a vote, there would be an overwhelming majority for any improvements that might be forthcoming to be devoted to the upper terminus first.

Everyone knows that the High Level Tramway is one of the best, if not the best, of local investments, and that it might be urged in all fairness that there should be some consideration for those whose patronage help to make it such.

With reference to the lack of space which "A Regular Passenger" says might be put forward as the reason for insufficient accommodation, I do not think that such a reason could stand, viewed from an unbiased and practical standpoint.

At the lower station I think that if the room which has the telephone in it was converted into a waiting-room, with windows looking on to the station, it would be more useful and certainly more appreciated than it is at present. Half the passengers do not know, I feel sure, whether it is a room for passengers' use or whether it is a private room for the use of the "staff."

At the upper station, I submit the following as a practical suggestion, and one which would not involve a considerable outlay—which fact I take it would go a long way if ever the subject should be discussed by the management—that a portion, if only one room of the many of the station premises now used as residential chambers for bachelors, might be devoted to a waiting-room, which would be greatly appreciated at this season of the year, especially by ladies at night time, whose social obligations take them to the lower levels, when having had to stand on the upper station, attired according to, and, may I say, victims of, the vagaries of Dame Fashion, not only has it made them uncomfortable and in a measure spoilt their evening's enjoyment as well as their clothes, but probably been responsible for a doctor's call a day or so afterwards.

It might be argued that the above quarters are provided by the Company as accommodation for the officer in charge of the working department of the line, but such being the case, if there is sufficient room for five or six lodgers beside such officers—and I think without committing myself I can say I have known of five other people living on the premises at the same time—it is obvious that the Company's servants are being lavishly provided for at the expense of their patrons' comfort.

If the residential chambers are of any great source of revenue to the shareholders, it might be regarded as a drawback calculated to depreciate the dividends, by asking that a part of such chambers be converted into a waiting room, but, as I understand it does not affect the Company's source of income whatever—being quite a private matter—I think the request might easily be acceded to.

Thanking you for the publication and enclosing my card—

"ANOTHER REGULAR PASSENGER."

THE DEATH RATE: LOWEST IN 1904.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—I regret to find that owing to a small error in the calculation of the total Chinese deaths, our general death-rate for 1905 was 17.4 per 1,000, instead of 16.7 as stated in my speech yesterday. Therefore, 1904, with its general death-rate of 16.9, remains the lowest on record for the present. The rate for Chinese taken separately was 17.4, and for non-Chinese 17.5.—Faithfully yours,

FRANCIS CLARK.

PUBLIC DANCES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—Referring to the letter in the Daily Press to-day over the signature of "Gowan," suggesting the advisability of appointing an M. C. to give directions at our public dances, it occurs to me to suggest that the idea is an excellent one for practice dances, such as are usually arranged by the St. Andrew's Society. My purpose in writing, however, is to ask whether the Committee in charge of the arrangements for St. George's Ball intend holding any practice dances in the City Hall. If not, I am sure an early publication of the dance programme in the press would be much appreciated by those who have been invited to the ball.—Yours,

TEEPSHORE.

THE MACAO BAZAAR.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—According to the decision of the meeting at which the accounts of the bazaar of September 30th and October 1st, 1905, for the benefit of the Schools of St. Francis Xavier, were approved, the receipts were \$2,195.36 and the expenses \$362.62, leaving \$1,832.74 clear. This statement was delayed until replies came from Times.

The prizes offered for this charitable object numbered 3,254. Other prizes were bought for \$135.10 on the supposition that all the one dollar and the ten cent tickets had been bought up, so that many prizes remained over which will be made use of for the same object when a fit occasion offers.

The co-operation of the excursionists from Hongkong, who are wont to add to the splendour of these bazars, was greatly missed; but we are aware that they did not come on account of the bad weather, and chiefly because they were anxious to be present at the consecration of the new bishop, and in this they are worthy of praise.

The different committees of the bazaar are very much obliged for the kind help received, and they wish to express their thanks to all. The Reverend Director of the above-mentioned schools has furnished us with the results of the bazaar and wishes us to record in this place his profound gratitude to all who so generously took part in this work of beneficence.

He wishes especially to thank His Excellency the Governor, Sir Martinho Pinto de Queiroz Montenegro for his great kindness in giving his help and patronage; the charity and zeal of all the well-deserving committees; the good help of the press; the devotedness of the esteemed band of the "Guarda Republica," and the generosity of the ladies and gentlemen who helped in a particular manner and whose names we omit in order not to offend their modesty.—Yours truly,

ADRIANO DE SOUSA GOMES.

(PROMOTER).

MR. OLIVER BAINBRIDGE AND CHINESE JEWS.

The Jewish Chronicle has an excellent photograph of Mr. Oliver Bainbridge, the distinguished traveller, lecturer, and scientist, and a letter from a correspondent in Shanghai, which tells of his return there, "after a visit to Kaifeng, the ancient capital and centre of the Middle Kingdom, in search of information regarding the Chinese Jews. After wandering day by day through mosques, temples, palaces, and shrines, he was rewarded by obtaining some magnificent photographs and two valuable and very ancient documents, and a box containing a 'Sefer Torah,' supposed to be four hundred years old. He made so favourable an impression on the few remaining Jews that they asked him to present a petition, drawn up and signed by them, to their brethren in England and other countries across the sea asking for assistance to rebuild the synagogue and gather together the remnants of a once mighty community. Mr. Bainbridge was cordially entertained by the Excellencies of the Foreign Office and all the high officials of the city, who conferred on him every honour within their power. The Chinese Mohammedans, Mr. Bainbridge tells me, have a great dislike to the Jews; in fact, so great is their hatred towards them that they suspected him of being a Jewish Rabbi when he came to Kaifeng. After eight hours' hard labour to succeed the native Jews, Mr. Bainbridge was surrounded by them and they were at last persuaded on being given to understand that Mr. Bainbridge was not a Jew, and that his mission to Kaifeng was not in any way connected with any Jewish society. Mr. Bainbridge thinks that the cause of this hatred of the Mohammedans towards the Jews is due to the fact that any kind of religious belief is looked upon by the Mohammedans as a superstition. Mr. Bainbridge was not in any way connected with any Jewish society. 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OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

Fortnightly sailings for LONDON and CONTINENT.
Monthly sailings for LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"SAINT BEDE"	On 11th January.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 18th January.
GLASGOW and LIVERPOOL...	"OOPACK"	On 23rd January.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 24th January.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL...	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 13th February.

HOMEWARDS.

FROM	STEAMERS	DUE
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"ANTENOR"	On 27th February.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 24th January.
HAMA	"YANGTSE"	On 24th February.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"PINGSUEY"	On 26th January.
	"OANFA"	On 26th February.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 8th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 11th January.
SHANGHAI	"KASHING"	On 11th January.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TEAN"	On 16th January.
	"CHINGTU"	On 16th January.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 11th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNEAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,000	E. V. Roberts	Saturday, January 27th

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "FREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS. [17]

QUEEN'S BUILDINGS,
Hongkong, 15th December, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON & C. VIA USUAL PORTS	DELTA	Noon, 13th January	See Special Advertisement.
SHANGHAI	ARCADIA	About 13th January	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 17th January	Freight and Passage.
YOKOHAMA, SHANGHAI, CEBU and MOJI	CEYLON	About 31st January	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent. [1]

Hongkong, 10th January, 1906.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; A.S.O.
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

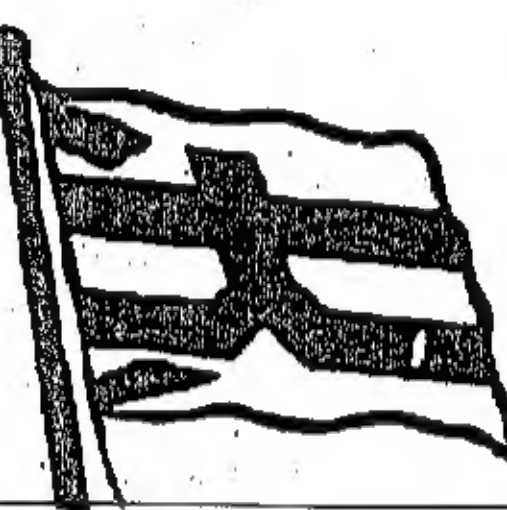
STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZIETEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship
"GNEISENAU" Captain Bolle, with MAILED PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 15th January. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 16th January, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 14th Jan., at 10 A.M.
SHANGHAI VIA SWATOW, AMOI and FOOCHOW	"ANPING MARU"	THURSDAY, 25th Jan., at 10 A.M.
ANPING VIA SWATOW AND AMOI	"FRITHJOF"	About MONDAY, 15th Jan., at 10 A.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Offices
at No. 8, Des Vaux Road Central.
Hongkong, 4th January, 1906.

T. ARIMA, Manager. [14]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG		Connecting Steamers from COLOMBO to MARSHALLS & LONDON	Due at MARSHALLS (Brindisi) 2 days earlier	Due at PLYMOUTH (London) 1 day later
	Tons	Neon Saturday	Tons	Saturday	Friday
ARCADIA ...	7000	Feb. 10	BRITANNIA ...	7000 Mar. 10	Mar. 16
DEHI ...	8000	Feb. 24	MOLDAVIA ...	10000 Mar. 24	Mar. 30
DONGOLA ...	8000	Mar. 10	MONGOLIA ...	10000 April 7	April 13
DELTA ...	8000	Mar. 24	MOULTAN ...	10000 April 21	April 27
OCEANA ...	7000	April 7	MARMOIRA ...	10500 May 5	May 11
				Sunday	Saturday
ARCADIA ...	7000	April 21	VICTORIA ...	7000 May 20	May 26
DEVANHA ...	8000	May 5	HIMALAYA ...	7000 June 3	June 9
DEHI ...	8000	May 19	INDIA ...	8000 June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON
JAPAN	about	about	about
SUMATRA	Feb 14	Feb 23	Mar 31
YAMATO	Feb 28	Mar 9	Apr 14
YAMATO	Mar 14	Mar 23	Apr 28
YAMATO	Mar 28	Apr 6	May 12
FORMOSA	Apr 11	Apr 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marsoilles.
* "SUMATRA" and "YAMATO" call at MARSEILLES.

* "JAPAN," "YAMATO" and "FORMOSA" carry only First Saloon Passengers.
For Passage apply to

E. A. HEWETT,

Superintendent. [2767]

Hongkong, 6th January, 1906.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.
About

"ATHOLL" ... 12th Jan.
"PATRAN" ... 23rd Jan.
"ST. GEORGE" ... to follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 3rd January, 1906. 2105-2135

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT MALABAR
COAST PORTS).

THE Steamship

"HUDSON,"

Captain J. Burnett, will be despatched as above
on or about the 15th January.

For Freight or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK.

Oriental Freight Department,
Hotel Mansions,
Hongkong, 15th December, 1905. [100]

VESSELS ON THE BERTH

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"
Captain Babb, will be despatched as above on
TUESDAY, the 16th inst., at DAYLIGHT.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 9th January, 1906. [182]

FOR SAN FRANCISCO.

THE Steamship

"DAKOTAH,"
Captain Ross, will be despatched for the above
port on TUESDAY, 16th January.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st November, 1905. 96

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, & C.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched for the above
ports on WEDNESDAY, the 24th inst., at
NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, & C., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd January, 1906. [142]

SHIPPING IN PORT.

STEAMERS.

AMOI, German str., 663, H. Plambeck, 8th

Jan.—Chefoo 3rd Jan., General.—Sander,
Wiel & Co.

ANPING, Chinese str., 1,159, J. Warwick, 8th

Jan.—Shanghai 5th January, General.—
Chinese.

BEARBAR, British str., 3,601, S. L. Saxby, 8th

Jan.—Moji 3rd Jan.—Order.

BRAND, Norwegian str., 1,513, H. Taketvedt,

8th Jan.—Chinkiang 4th Jan., General.—
Sander, Wiel & Co.

CAITHNESS, British str., 2,222, W. Atkinson,

29th Dec.—Newcastle (N.S.W.) 2nd Dec.,
Coal.—Order.

CALLIOPE, British str., 2,498, J. G. Soudley,

2nd Jan.—Moji 27th Dec., Coal.—Druid &
Co.

CARSTEN, Norwegian str., 774, Martin, 5th

January.—Singapore 26th Dec., Kerosine,
Coal.—Mo Bai.

CHUNGKING, British str., 1,418, B. Cox, 3rd

Jan.—Wuhu and Chinkiang 31st Dec.,
Rice.—Jardine, Matheson & Co.

CONTINOSBY, British str., 2,157, Chas. E. Topp,

9th Jan.—Calcutta 21st Dec., Coal.—
Order.

DAKOTAH, British str., 1,450, Ross, 4th Jan.—

Canton 4th Jan., Ballast.—Standard Oil Co.

DEVAYOORSE, German str., 1,057, T. V. Brunn,

8th Jan.—Amoy (Bangkok) 31st Dec.,
Rice and Coal.—Butterfield & Swire.

DR. H. J. KIEBE, Norw. str., 681, H. E. Larsen,

19th Dec.—Hollo 14th Dec., Sugar.—
Aagaard, Thorsen & Co.

DORIS, Norwegian str., 965, Norham, 9th Jan.—

Ningpo 6th Jan., General.—Order.

ELITA NOSSACK, German str., 1,160, W. Lassen,

21st Dec.—Chinkiang 15th Dec., Rice and
General.—Siemssen & Co.

EMMA LUYKEN, German str., 1,160, O. Schou-
feld, 26th Dec.—Hongay 14th Dec., Coal.—
Order.

FAGSANG, British str., 1,410, F. Wheeler, 3rd

January.—Sourabaya 25th Dec., Sugar.—
Jardine, Matheson & Co.

FERNANDEZ, HERMANOS, American str., 400,

Olanillo, 4th Jan.—Manila 1st Jan., Sugar.—
Gibb, Livingston & Co.

FOOSHING, British str., 1,423, T. Arthur, 7th

Jan.—Wuhu and Chinkiang 3rd January,
Rice and Peanuts.—Jardine, Matheson
& Co.

FRANKLIN, British str., 3,191, W. G. Browne,

3rd Jan.—from Port Kemble (N.S.W.),
Coal.—Order.

HELLAS, German str., 1,539, Hans Rohde, 5th

Jan.—Chinkiang 4th Jan., General and
Rice.—Siemssen & Co.

HERCULES, Norwegian str., 2,439, G. Bjorck,

5th Jan.—Kuchinotzu 31st Dec., Coal.—
Mitsui Bussan Kaisha.

HONG MOH, British str., 2,554, Wm. Dawson,

8th Jan.—Singapore 2nd Jan., General.—
Chinese.

ISCHIA, Italian str., 2,784, Cogholsa, 6th Jan.—

POST OFFICE NOTICES.

Found, outside the General Post Office, a WATCH.—Owner can have same on application to Postmaster General.

The *Arcadia*, with the English mail of the 15th December, 1905, left Singapore on Saturday, the 6th inst., at 5 p.m., and may be expected here to-day, at 4 p.m. This packet brings replies to letters despatched from Hongkong on 14th November, 1905, and the parcel mails closed in London for despatch by the all sea route on 6th December and for despatch overland on the 13th December, 1905.

A Mail for MACAO, is despatched per s.s. *Wingchai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI and WUHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for CANTON, NANTAO, SAMSHUI, *KONGMOO, *KUMCHUK, *SAMSHUI, and *WUHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mailers despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Batavia	Thursday, 11th, 1.00 P.M.	
Bombay	Thursday, 11th, 1.15 P.M.	
Batavia	Thursday, 11th, 3.00 P.M.	
Bombay	Thursday, 11th, 3.00 P.M.	
Batavia	Thursday, 11th, 3.00 P.M.	
Bombay	Thursday, 11th, 3.00 P.M.	
Batavia	Friday, 12th, 10.00 A.M.	
Bombay	Friday, 12th, 10.00 A.M.	
Batavia	Friday, 12th, 10.00 A.M.	
Bombay	Friday, 12th, 10.00 A.M.	

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONKONG and SINGAPORE.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Kobe
Macao
Manila
Singapore and Bangkok
Batavia, Cheribon, Samarang, Sourabaya and Macassar
Siam
Shanghai
Amoy, Straits and Bangkok
Singapore, Penang and Calcutta
Samarang and Sourabaya
Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth
Manila
Shanghai, Nagasaki, Kobe and Yokohama

Europe, &c. India via Tientsin
(Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel Mail will be closed on Friday, the 12th instant, at 5 p.m.

Macao
Kobe
Shanghai and Chinkiang
Yokohama and Kobe
Batavia, Cheribon, Samarang, Sourabaya and Macassar
Siam
Shanghai
Amoy, Straits and Bangkok
Singapore, Penang and Calcutta
Samarang and Sourabaya
Manila, Zamboanga, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth
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JOINT STOCK SHARES.

Hongkong, January 10.

COMPANY. PAID UP. QUOTATIONS.

Alhambra \$200 \$100, buyers

Banks—

Hongkong & Shanghai \$125 \$505, sellers

National B. of China \$25 \$38, buyers

Bell's Asbestos & Co. \$125 \$4, 6d.

China-Borneo Co. \$12 \$40, buyers

China Light & P. Co. \$10 \$31.10, sellers

China Provident \$10 \$31.10, sellers

Cotton Mills—

Ewo. \$15 \$14, sellers

Hongkong \$15 \$14, sellers

International \$15 \$14, sellers

Leong Kung Mow \$15 \$14, sellers

Noyah \$15 \$14, sellers

Dairy Farm \$15 \$14, buyers

Docks and Wharves—

Farman, L. & Co. \$15 \$12.1, ex. d.v.

H. & W. Wharf & G. \$50 \$108, set

H. & W. Dock \$50 \$103, 8" ers

New Amoy Dock \$50 \$17.

S'hai & H. Wharf \$15 \$12.1, buyers

Farwick & Co. Geo. \$25 \$25.

G. Island Cement \$25 \$25.

Hongkong & S. Co. \$25 \$25.

Hongkong Electric \$25 \$25.

Do. New \$25 \$25.

H. H. L. Tramways \$25 \$25.

Hongkong Hotel Co. \$25 \$25.

Hongkong Ice Co. \$25 \$25.

Hongkong & S. Co. \$25 \$25.

K'ung & S. Waterboat \$25 \$25.

Insurance—

Canton \$50 \$315.

China Fire \$25 \$30.

China Traders \$25 \$31, sales

Hongkong & S. Co. \$25 \$30.

North China \$25 \$31.95.

Union \$25 \$30.

Yangtze \$25 \$30.

Land and Building—

Hongkong Land \$100 \$125.

Hampshire's Estate \$10 \$12, sellers

Kowloon Land & B. \$30 \$40, buyers

Shanghai Land \$15 \$12.

West Point Building \$50 \$55.

Mining—

Charbonnages \$25 \$40.

Rauhe & Co. \$25 \$4, buyers

Philippine Co. \$25 \$5, buyers

Refineries—

China Sugar \$100 \$205.

Luzon Sugar \$100 \$24, buyers

Steamship Companies—

China and Malacca \$25 \$30, sales

Douglas-Scott & Co. \$25 \$37, buyers

H. & W. Wharf & G. \$15 \$25, sellers

Indo-China S.N. Co. \$25 \$31, buyers

Shell Transport Co. \$25 \$23, sellers ex. d.

Do. 28 U.S.

Star Ferry \$10 \$32.

Do. New \$5 \$23, sellers

Shanghai & H. Dyeing \$50 \$50.

South China M. Post. \$25 \$20, sellers

Steam Laundry Co. \$5 \$7, sellers

Do. \$5 \$4, sellers

Stores & Dispensaries—

Campbell, M. & Co. \$10 \$35.

Powell & Co. Wm. \$10 \$10, sales

Watkins \$10 \$6, sellers

Watson & Co. A. S. \$10 \$13.

United Asbestos \$4 \$5.

Do. Founders \$10 \$100.

VEERON & SMYTH, Brokers.

HONGKONG TIDE TABLE.

From January 11 to 17, 1906.

To correct Zone Time add 28 min. and 13 sec.

High Water. Low Water.

Hour. Mean Time. Height. Hour. Mean Time. Height.

Thurs. 11. 11. 11. 11. 11. 11.

Fri. 12. 12. 12. 12. 12. 12.

Sat. 13. 13. 13. 13. 13. 13.

Sun. 14. 14. 14. 14. 14. 14.

Mon. 15. 15. 15. 15. 15. 15.

Tues. 16. 16. 16. 16. 16. 16.

Wed. 17. 17. 17. 17. 17. 17.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 10.

Barometer 30.03 On Date 30.05 On Date 30.07

Therm. 64. 64. 64. 64. 64. 64.

Humidity 84. 84. 84. 84. 84. 84.

Wind Direction ESE. E. W.

Force 3. 1. 1. 1. 1. 1.

Weather 0. 0. 0. 0. 0. 0.

Rain 0. 0. 0. 0. 0. 0.

Highest open air temperature on 5th 70.70.

Lowest open air temperature on 5th 62.

MESES. FALCONER & CO'S REGISTER.

January 10.

Barometer 9 A.M. 29.99 Therm. (Wetbulb) 9 A.M. 64.

Barometer 1 P.M. 29.99 Therm. (Wetbulb) 1 P.M. 65.

Barometer 4 P.M. 29.99 Therm. (Wetbulb) 4 P.M. 66.

Thermom. 9 A.M. 66 Therm. Maximum 69.

Thermom. 1 P.M. 68 Therm. Minimum 66.

Thermom. 4 P.M. 69

Thermom. 9 P.M. 69

Thermom. 11 P.M. 69

Thermom. 1 P.M. 69

Thermom. 4 P.M. 69

Thermom. 7 P.M. 69

Thermom. 10 P.M. 69

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